REGWAY/RAYMOND BORDER CROSSING STUDY

1999 ANNUAL REPORT

Intergovernmental Affairs Unit
Transportation Policy Branch
Saskatchewan Highways and Transportation

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1999 ANNUAL REPORT

Prepared for

Saskatchewan Highways and Transportation
and
Montana Department of Transportation

Prepared by

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Saskatchewan Highways and Transportation

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SUMMARY

Saskatchewan Highways and Transportation and the Montana Department of Transportation have fulfilled their two-year commitment to survey and study international commercial truck traffic at the Port of Regway/Raymond. The study commenced in January of 1998 and was successfully completed in December of 1999. Information from this study is intended to provide both Departments with sufficient details to make key decisions regarding infrastructure and policy planning, future upgrades, and the harmonization of trucking regulations.

Truck operators were surveyed on-site at Canada and United States Customs at the port. The 1999 surveys yielded a total sample size of 394 which provides reliable statistics for directional traffic, truck characteristics, route information, and commodity trends at the 95% confidence level with a 5% to 8% margin of error.

The main results from the 1999 survey database are listed and briefly described below (1999 results are consistent with 1998 results; there are no *significant* changes to report).

- 60% of all trucks surveyed were southbound; the remaining 40% were northbound
- 5- and 6-axle semi trailer configurations were the most common, combining for a total of 43% of all trucks surveyed (36% and 7%, respectively)
- Collectively, Montana, Saskatchewan, and North Dakota comprise 77% of all vehicle registration locations
- Truck operators' gross vehicle weight (GVW) estimations resulted in an overall average GVW of 68,500 lb
- 93% of southbound trucks and 22% of northbound trucks were loaded; 7% southbound and *78%* northbound were empty
- International commercial truck traffic via Regway/Raymond frequents the following principal routes in Saskatchewan the most: #6, #39, Trans-Canada (#1), and #11; and the following principal routes in Montana: State highways 16, 5, & 59, Interstates 94 & 90, and U.S. Route 2
- From origin to destination, 91% of truck drivers chose the most direct route; 2% were routed by their trucking company; 7% provided various other answers
- Most northbound trucks originate in Montana with Saskatchewan as their primary destination; likewise, most southbound trucks originate in Saskatchewan with Montana as *their* primary destination
- Miscellaneous goods and manufactured products were the primary commodities from Montana/United States to Saskatchewan/Canada
- Manufactured products, agricultural products, mining products, and wholesale goods were the primary commodities from Saskatchewan/Canada to Montana/United States

ACKNOWLEDGEMENTS

We wish to acknowledge the following people for their assistance with the 1999 Regway/Raymond Border Crossing Study:

- Paul Martin and Staff of U.S. Customs, Raymond
- Marlene Scheltgen and Staff of Canada Customs, Regway
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- Ralph Paragg, Byron Cornelius, Cheryl Taylor, Mack Howat, and Dawn Kreuger of the Intergovernmental Affairs Unit, Transportation Policy Branch, Saskatchewan Highways and Transportation

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REGWAY/RAYMOND BORDER CROSSING STUDY

1999 ANNUAL REPORT

1.0 INTRODUCTION

1.1 Purpose

The immediate objective of this project is to identify which principal arterial routes via Regway/Raymond are most utilized by international commercial truck traffic. A concurrent immediate objective is to identify truck characteristics, traffic patterns, and trends in commodity trading. The longer-term objective for both Saskatchewan and Montana is to use this information for purposes of infrastructure and policy planning, future upgrades, and harmonizing trucking regulations.

1.2 Scope

Our report will

- Provide background information.
- Describe the methodology used to obtain and manage the survey data.
- Identify and analyze specific trends in the form of illustrative charts and maps.
- Identify and discuss trends in commodity trading.
- Identify and discuss the principal arterial routes used in both Saskatchewan and Montana.
- Discuss all database query results.

2.0 BACKGROUND

2.1 Schedule and Location

The first survey period of this two-year study commenced in January of 1998 and ended with the last survey period in November of 1999. All surveys were conducted on-site at Canada and U.S. Customs at the Regway/Raymond border crossing.

The following are the surveys conducted to date:

1998 Surveys

- **Spring Survey**

Tuesday, April 28	8:00 a.m. to 8:00 p.m.
Wednesday, April 29	8:00 p.m. to 8:00 p.m.

- **Summer Survey**

Thursday, July 23	8:00 a.m. to 8:00 p.m.
Friday, July 24	8:00 a.m. to 8:00 p.m.

- **Autumn Survey**

Monday, October 5	8:00 a.m. to 8:00 p.m.
Tuesday, October 6	8:00 a.m. to 8:00 p.m.

Note: ***the above 1998 surveys yielded a total sample size of 286.***

1999 Surveys

- **Winter Survey**

Wednesday, January 20	8:00 a.m. to 8:00 p.m.
Thursday, January 21	8:00 a.m. to 8:00 p.m.

- **Spring Survey**

Tuesday, April 6	8:00 a.m. to 8:00 p.m.
Wednesday, April 7	8:00 a.m. to 8:00 p.m.

- **Summer Survey**

Tuesday, July 6	8:00 a.m. to 8:00 p.m.
Wednesday, July 7	8:00 a.m. to 8:00 p.m.

- **Autumn Survey**

Monday, November 1	8:00 a.m. to 8:00 p.m.
Tuesday, November 2	8:00 a.m. to 8:00 p.m.

Note: ***the above 1999 surveys yielded a total sample size of 394.***

2.2 Sample Size

The total sample size for the 1999 surveys was 394, comprised of 236 southbound trucks and 158 northbound trucks. These sample sizes provide reliable statistics for overall truck characteristics, directional traffic, and commodity trends at the 95% confidence level with a 5% to 8% margin of error.

Note: we recommend care be exercised when making inferences regarding trips originating in Montana and destined for Saskatchewan (Figures 6 & 18, where $N = 104$) as well as trips originating in Saskatchewan and destined for Montana (Figures 9 & 19, where $N = 116$). Because of these small sample sizes, the margin of error is 9% to 10% at the 95% confidence level.

2.3 Existing Documents

REPORT	ISSUED
1998 Semi-annual	August 1998
1998 Third Quarter Report	November 1998
1998 Annual	May 1999
1999 Interim	October 1999

2.4 Report Organization

The 1999 Annual Report is presented in the same sequence in which the questions appear on the origin/destination survey form. A copy of this form appears as **Appendix A**.

3.0 METHODOLGY

Saskatchewan Highways and Transportation officials surveyed all northbound truck traffic while Montana Department of Transportation officials surveyed all southbound truck traffic.

Saskatchewan Highways and Transportation agreed to manage all survey data. The hard copies of the survey questionnaires were entered into an electronic database (MS Access) via a customized data entry program. We subsequently queried this database to identify 1999 trends and other specific information pertinent to this study. The query results comprise **Section 4.0** of our report.

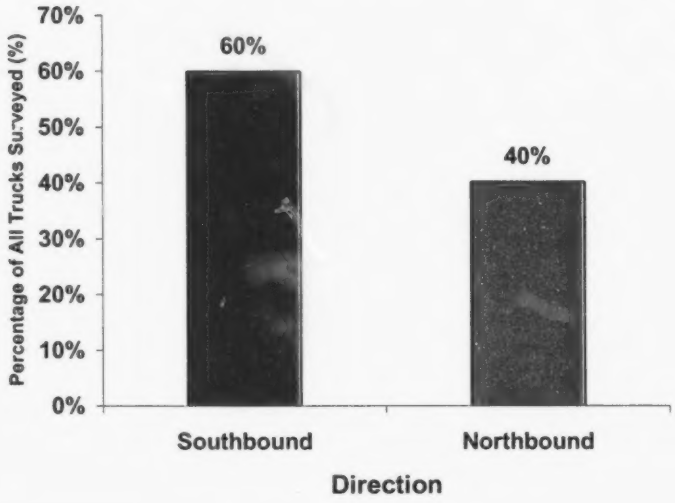
We performed structured query language (SQL) queries within MapInfo Professional 5.0 (mapping software) to identify and analyze principal arterial routes. These query results appear as thematic maps in **Section 4.6**.

4.0 DISCUSSION

4.1 Traffic Direction

The traffic direction of all trucks surveyed in 1999 is illustrated in **Figure 1** below. Of the 394 trucks surveyed, 236 (60%) had southbound destinations; 158 (40%) had northbound destinations.

Figure 1 Traffic Direction

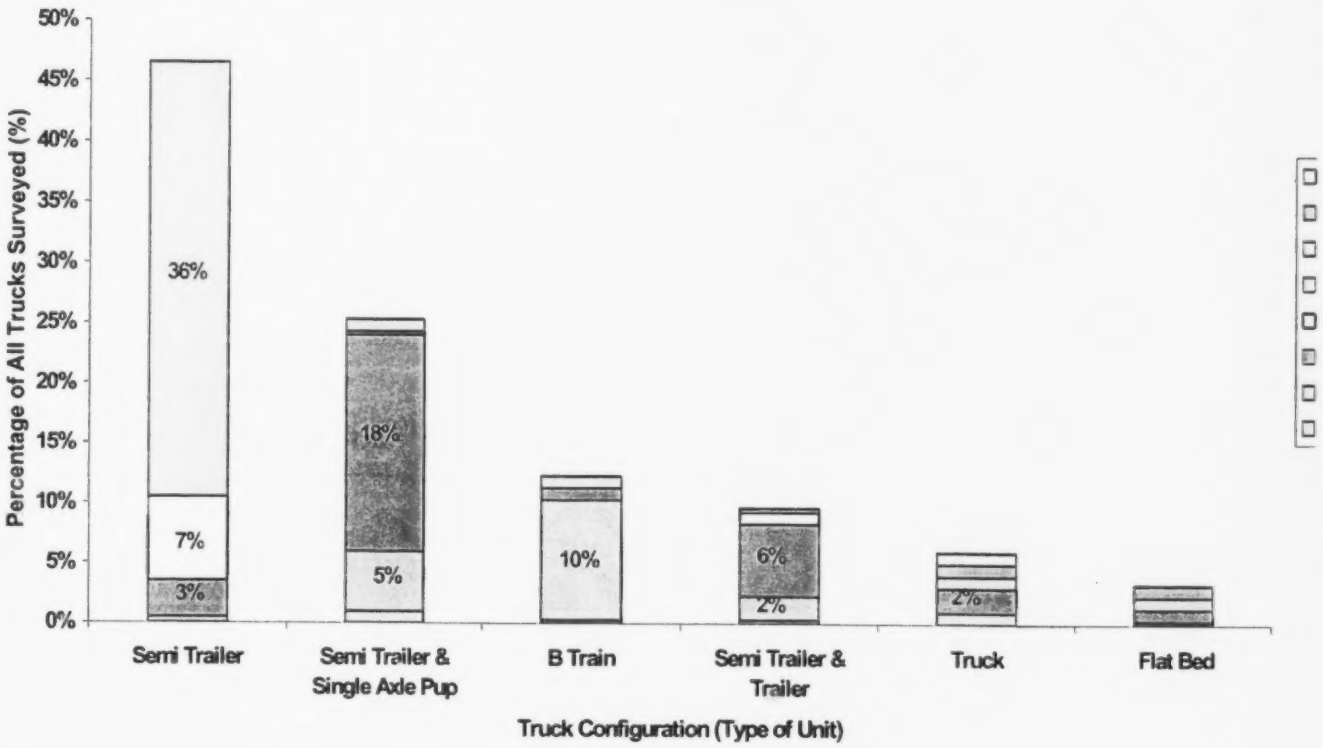


4.2 Vehicle Information

4.2.0 Truck Configuration

The most common truck configurations were the 5- and 6-axle semi trailer units – accounting for a total of 43% of all trucks surveyed. 7- and 8-axle semi trailer units *with single axle pups* were a distant second, comprising 23% of all trucks surveyed. **Figure 2 on page 5** illustrates all truck configurations and their relative percentages by number of axles.

Figure 2 Truck Configuration



4.2.1 Vehicle Registration

Commercial trucks/trailers may be registered in more than one province or state; in these cases, surveyors recorded only the main plate. The most common states and provinces of registration for the 1999 surveys are illustrated in **Figure 3 on page 6**. Montana (30%), Saskatchewan (26%), North Dakota (21%), Minnesota (7%), and Alberta (6%) account for a total of ninety percent (90%) of all vehicle registration locations.

Figure 2 Truck Configuration

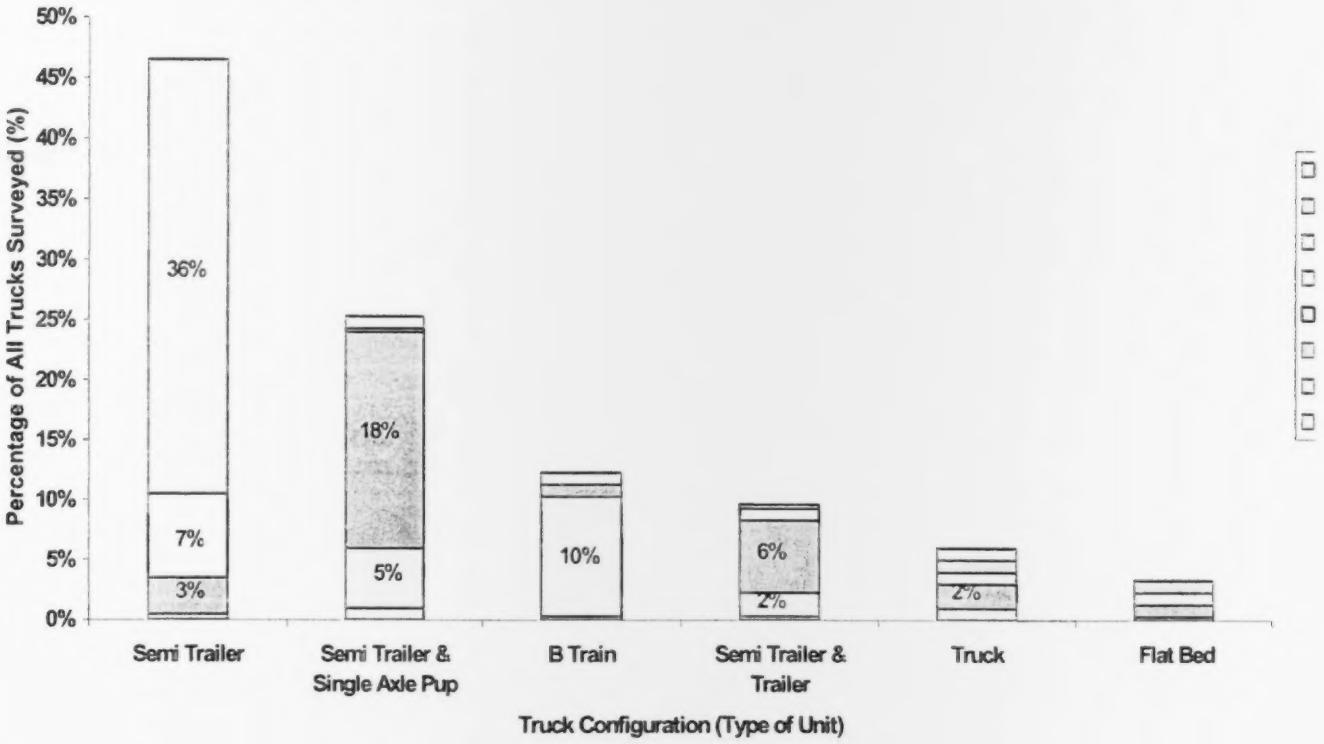


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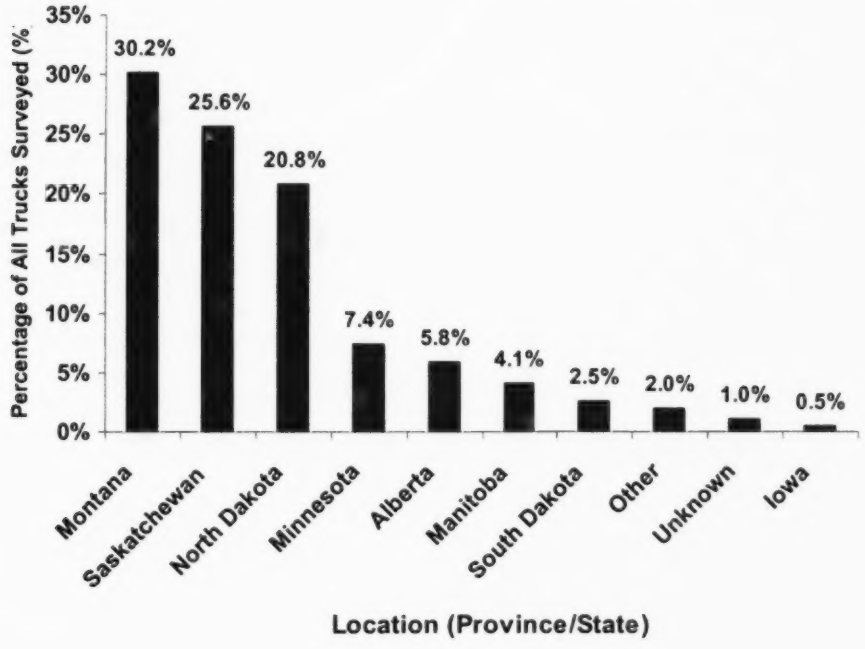
Figure 3 Location of Vehicle Registration



4.2.2 Gross Vehicle Weight (GVW)

Without the use of on-site weigh scales at Customs we cannot provide an accurate detailed analysis of GVW. That is, most GVW's reported by truck operators are rough estimations. Therefore, we do not have sufficient confidence that this data is representative. The following numbers are based on the truck operators' estimations: maximum reported GVW = 137,000 lb, minimum reported GVW = 13,100 lb, average GVW = 68,500 lb.

4.3 Commodity Information

4.3.0 Loaded/Empty Status

Of the 236 southbound trucks surveyed, 219 (93%) were loaded; 17 (7%) were empty. Of the 158 northbound trucks surveyed, 35 (22%) were loaded; 123 (78%) were empty.

4.3.1 Commodities

The commodity classifications used in the following analyses and discussion are based on the North American Industry Classification System (NAICS). This commodity classification structure appears as the "Commodity Classification Table" in **Appendix B**.

***Notes*:**

- In the 1998 Report we used NAICS' subsector name in chart legends; for the 1999 Annual Report we are using NAICS' *sector* name in chart legends instead.
- In addition to illustrating commodity trading, the figures in Sections 4.3.2 and 4.3.3 also include percentages of *empty* trucks. These empty units were primarily en route to specific destinations for *back hauling* purposes. We define back hauling as travelling empty/loaded along a specific route and subsequently returning *with a load* via the *same* route.

4.3.2 Northbound Commodities

Figure 4 below illustrates the types of commodities entering Canada from the United States via the Regway/Raymond border crossing. The top two commodities entering Canada in 1999 were miscellaneous goods (13%) and manufactured products (6%).

Figure 4 U.S. Commodities Destined to Canada

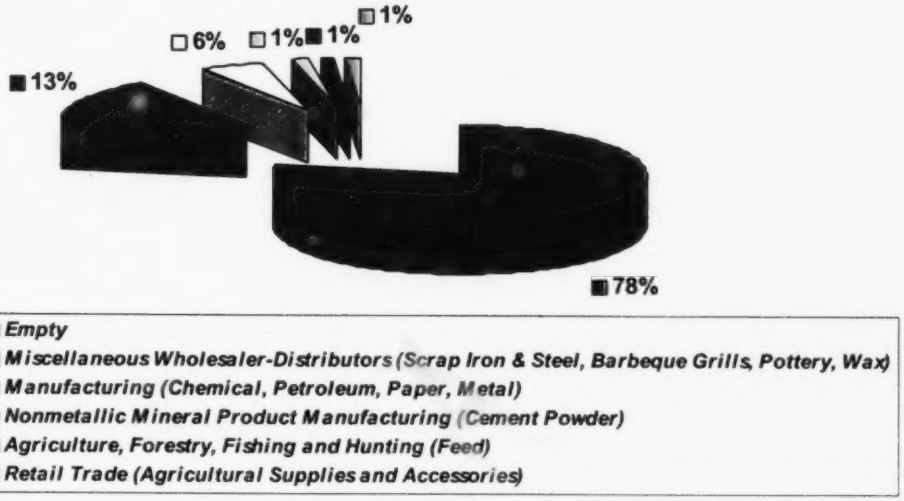
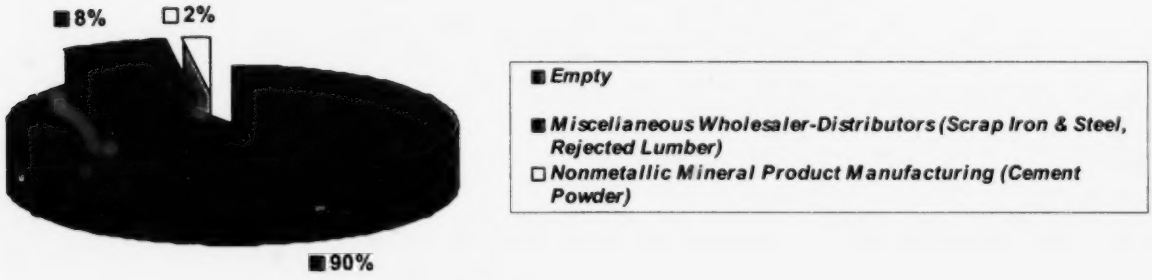


Figure 5 on page 8 illustrates the commodities entering Saskatchewan in 1999 from the United States via Regway/Raymond. The top two were miscellaneous goods (12%) and manufactured products (6%).

Figure 5 U.S. Commodities Destined to Saskatchewan

The vast majority (90%) of trucks destined to Saskatchewan from Montana (N = 104) were empty and thus en route for back hauling purposes (i.e. back to Montana or other states). The commodities from Montana to Saskatchewan in 1999 were miscellaneous goods (8%) and cement powder (2%) as illustrated in **Figure 6** below.

Figure 6 Montana Commodities Destined to Saskatchewan



4.3.3 Southbound Commodities

Figure 7 below illustrates the types of commodities entering the United States from Canada (N=236) via the Regway/Raymond border crossing. The top three were manufactured products (51%), agricultural products (17%), and mining products (11%).

Figure 7 Canadian Commodities Destined to the U.S.

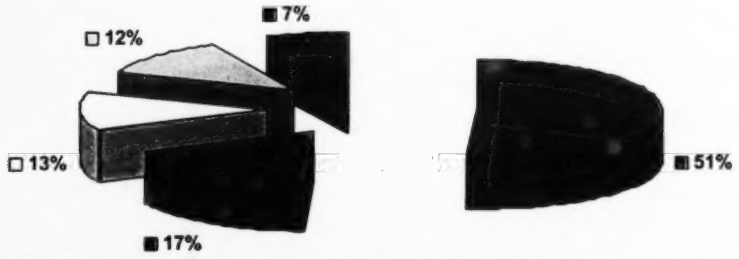
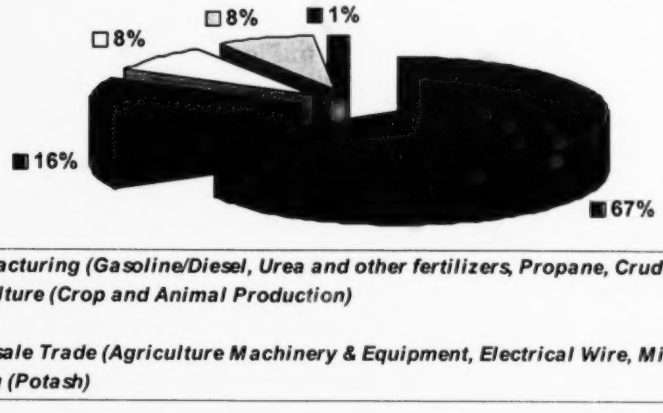


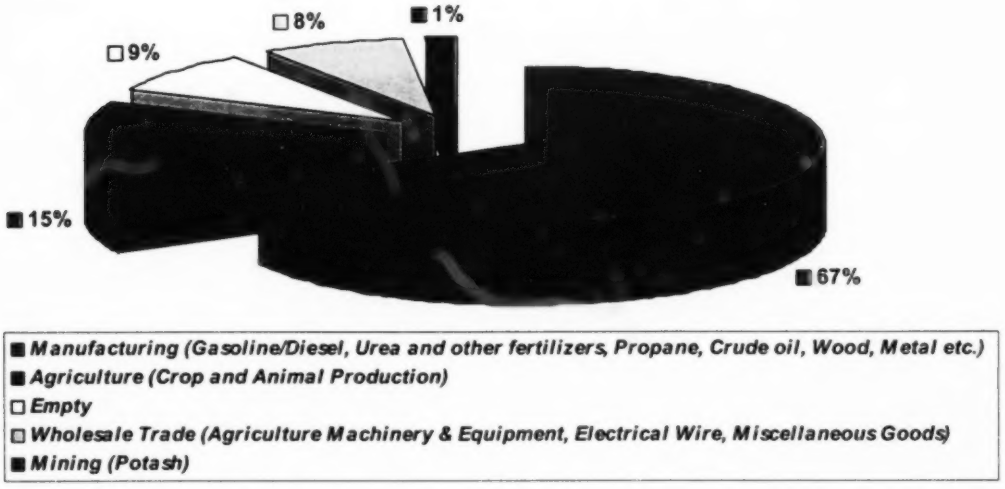
Figure 8 below illustrates Canadian commodities destined to Montana (N=120) in 1999. The top three were manufactured products (67%), agricultural products (16%), and wholesale goods (8%).

Figure 8 Canadian Commodities Destined to Montana



Commodities originating in Saskatchewan and destined for Montana (N = 116) are illustrated in **Figure 9** below. The most common commodities destined for Montana were manufactured products (67%) and agricultural products (15%).

Figure 9 Saskatchewan Commodities Destined to Montana



4.4 Travel Information - Origins and Destinations

The top ten origins and all destinations of *northbound* traffic for 1999 are illustrated in **Figures 10 and 11 on page 11**. Eighty-six percent (86%) of all truck traffic destined north to and/or through Saskatchewan originated in Montana (68%), North Dakota (14%), and South Dakota (4%). One hundred percent (100%) was *destined* to the Canadian provinces of Saskatchewan (96%), Alberta (3%), and Manitoba (1%).

Figure 10 Top Ten Origins of Northbound Traffic

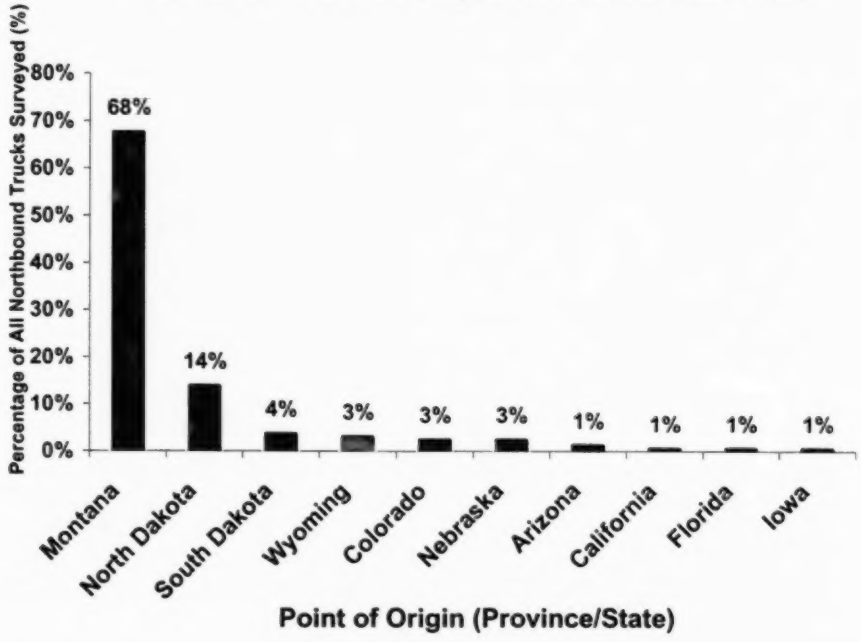
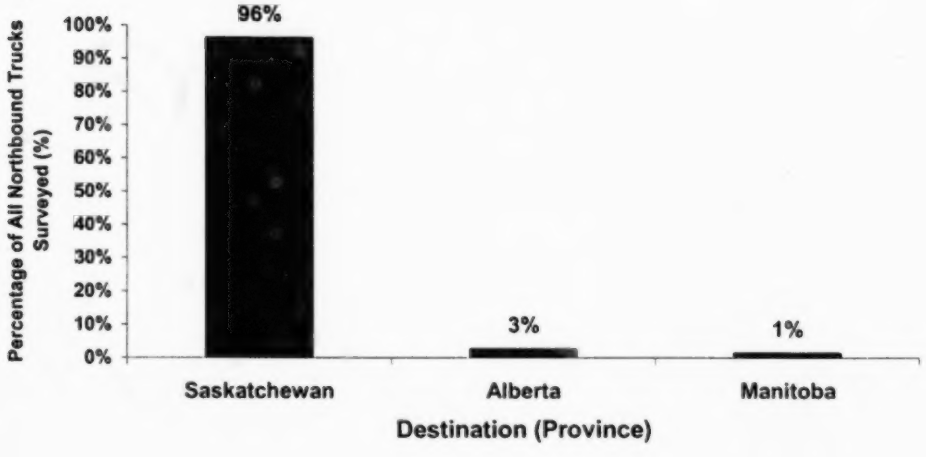


Figure 11 Destinations of Northbound Traffic



The majority (99%) of total truck traffic destined south to and/or through Montana originated from three western Canadian provinces – Saskatchewan (94%), Manitoba (3%), and Alberta (3%). This traffic was primarily destined to Montana (51%), North Dakota (19%) and Colorado (5%). **Figure 12** below illustrates the *origins* of southbound traffic in 1999. **Figure 13 on page 13** illustrates the top ten *destinations* of southbound traffic in 1999.

Figure 12 Origins of Southbound Traffic

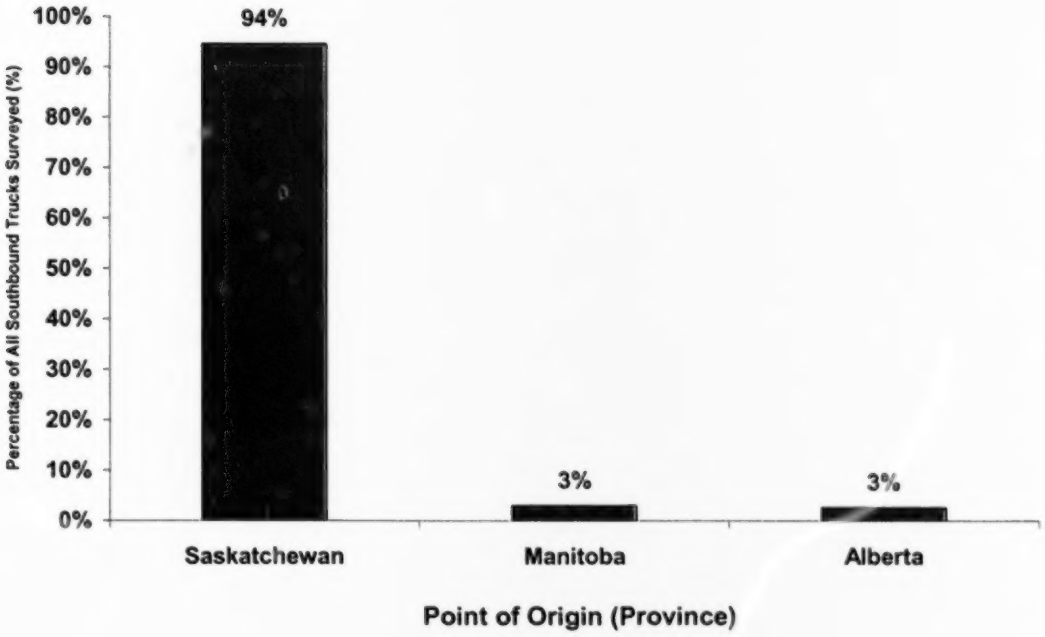
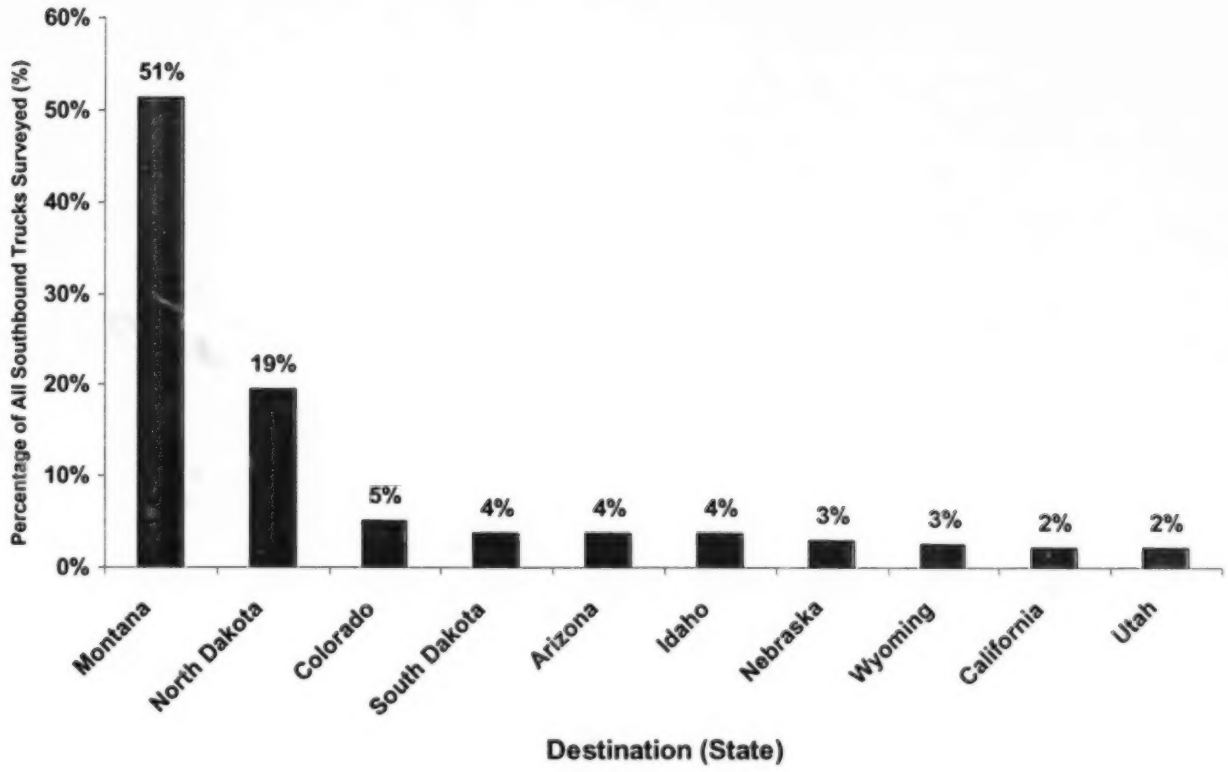


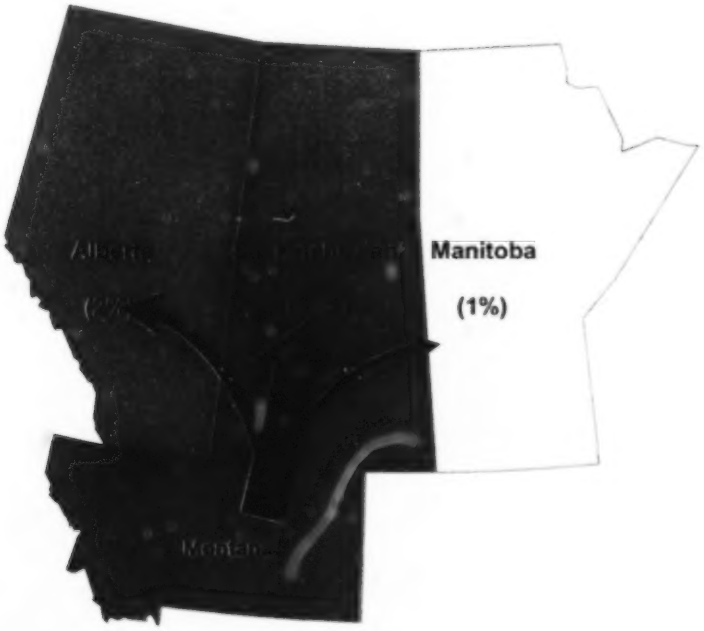
Figure 13 Top Ten Destinations of Southbound Traffic



4.5 Overall Reciprocal Trade and Traffic Patterns

When isolating Montana as the *only* point of origin and considering Canada as the *collective destination*, one hundred percent (100%) of Montana's commercial truck traffic via Regway/Raymond was en route to either Saskatchewan (97%), Alberta (2%), or Manitoba (1%) as illustrated in **Figure 14 on page 14.**

Figure 14 Northbound Trips Originating in Montana *(N = 107)*



Considering the United States as a *collective point of origin* and Saskatchewan as the *only* destination sixty-nine percent (69%) of trucks originated in Montana. North Dakota (15%) was the other major U.S. point of origin. The above two states comprise eighty-four percent (84%) of all United States traffic/commodities destined to Saskatchewan as illustrated in **Figure 15 on page 15.**

Overall trade and traffic patterns between Saskatchewan (*origin*) and the United States/Montana (*destination*) are illustrated in **Figure 16 on page 16**. The following were the top three U.S. destinations: Montana (53%), North Dakota (20%), and Colorado (5%). These three states comprise seventy-eight percent (78%) of all Saskatchewan traffic/commodities destined to the United States.

Figure 15 Northbound Trips Originating in the United States and Destined to Saskatchewan
(N = 151)

Figure 14 Northbound Trips Originating in Montana *(N = 107)*

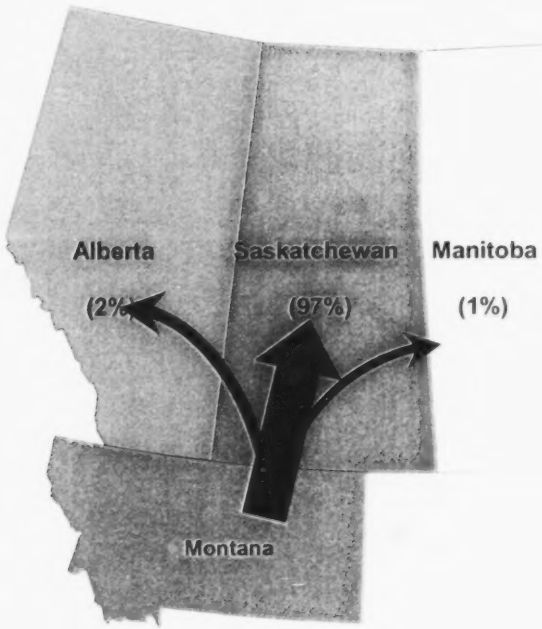


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Figure 15 Northbound Trips Originating in the United States and Destined to Saskatchewan
(N = 151)

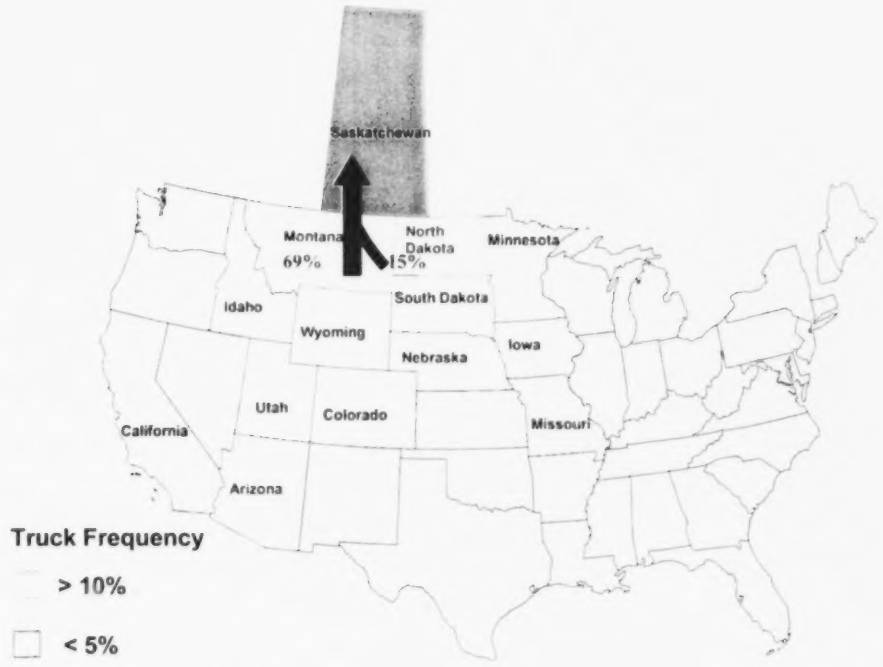


Figure 16 Southbound Trips Originating in Saskatchewan and Destined to the United States
(N = 221)

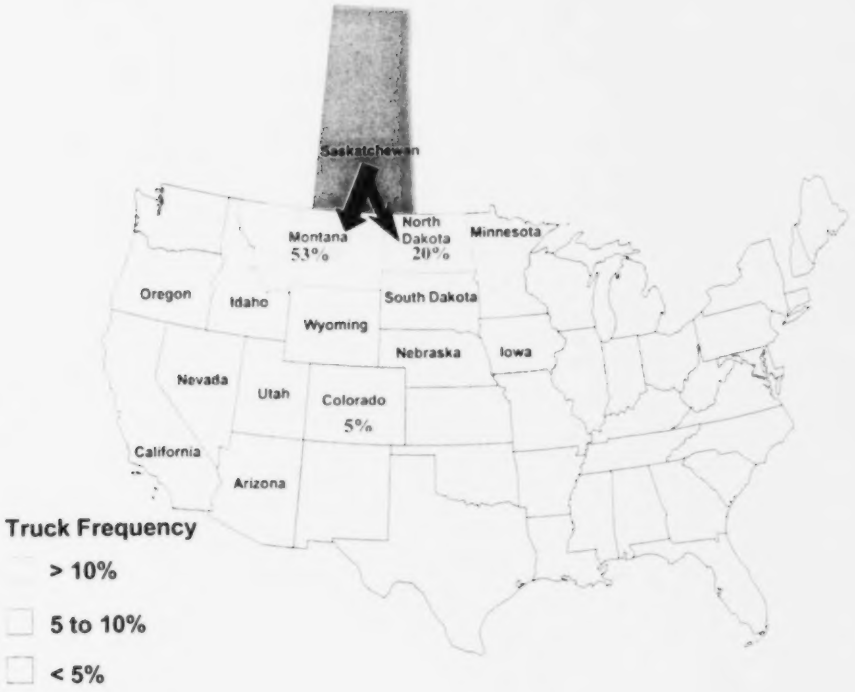
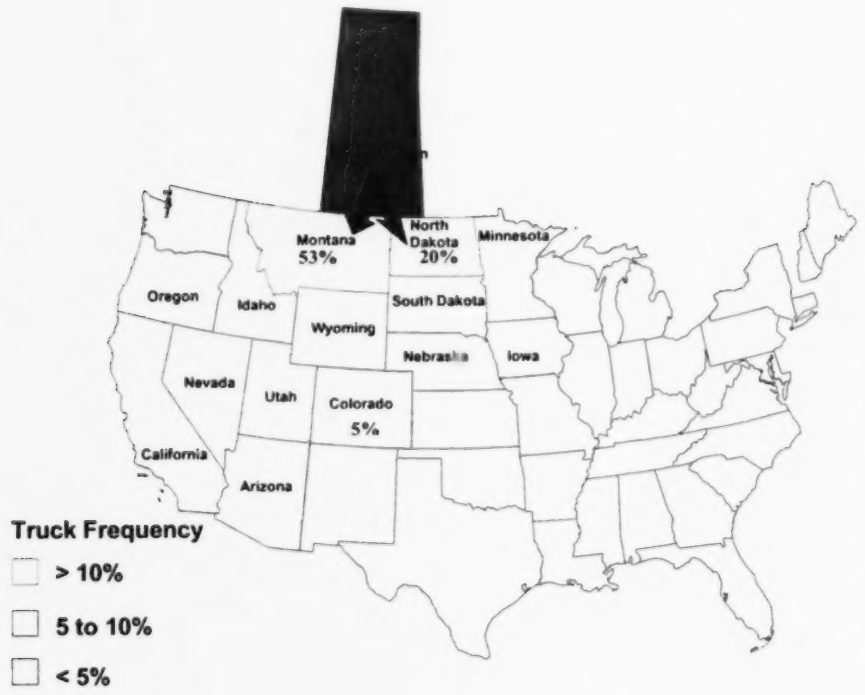


Figure 16 Southbound Trips Originating in Saskatchewan and Destined to the United States
(N = 221)



4.6 Principal Routes

Highway 6 in Saskatchewan and State 16 in Montana converge at Regway/Raymond. Therefore, all surveyed trucks (100%) used at least one section of these two arterial routes. **Figure 17 on page 17-1** illustrates truck frequencies on the principal arterial routes in both Saskatchewan and Montana - based on the total 1999 sample size (394).

Saskatchewan highway sections with the greatest truck frequencies in 1999 are listed below (*refer to Figure 17*):

- Highway 6 — Regway to Regina
- Highway 39 — Corinne to Moose Jaw
- Trans-Canada (#1) — Regina to Moose Jaw
- Highway 11 — Regina to Saskatoon

Likewise, the following is a list of *Montana* highway sections with the greatest truck frequencies in 1999 (*refer to Figure 17*):

- State 16 — Regway/Raymond to Glendive
- Interstate 94 — Glendive to Billings
- State 5 — Plentywood to Scobey
- State 59 — Miles City to Wyoming
- Interstate 90 — Billings to Bozeman
- U.S. Route 2 — Culbertson to North Dakota, Wolf Point to Malta

As seen in Figure 17, both Saskatchewan and Montana have clearly defined junctions of convergence and divergence. In Saskatchewan, most *northbound* truck traffic leaving Regway *diverges* at Corrine, Regina, Moose Jaw, and Saskatoon; most *southbound* truck traffic en route to Regway *converges* at these same locations. The main convergence/divergence points in Montana are at Culbertson, Sidney, Miles City, Glendive, and Plentywood.

Figure 18 on page 18-1 illustrates the principal arterial routes used by trucks originating in Montana en route to Saskatchewan destinations. A list of the top three highways with the greatest truck frequencies in 1999 is contained within this figure. The following are the top three destination cities/towns: Regina (46%), Belle Plaine (19%), and Moose Jaw (7%). As discussed in Section 4.3.2, most trucks (90%) from Montana to Saskatchewan were empty.

Likewise, **Figure 19 on page 18-2** illustrates the principal arterial routes used by trucks originating in Saskatchewan en route to Montana. Plentywood (16%), Sidney (14%), and Billings (10%) comprise the top three destination cities/towns.

Figure 17 Principal Arterial Routes - Saskatchewan and Montana

Total Traffic - (N = 394)

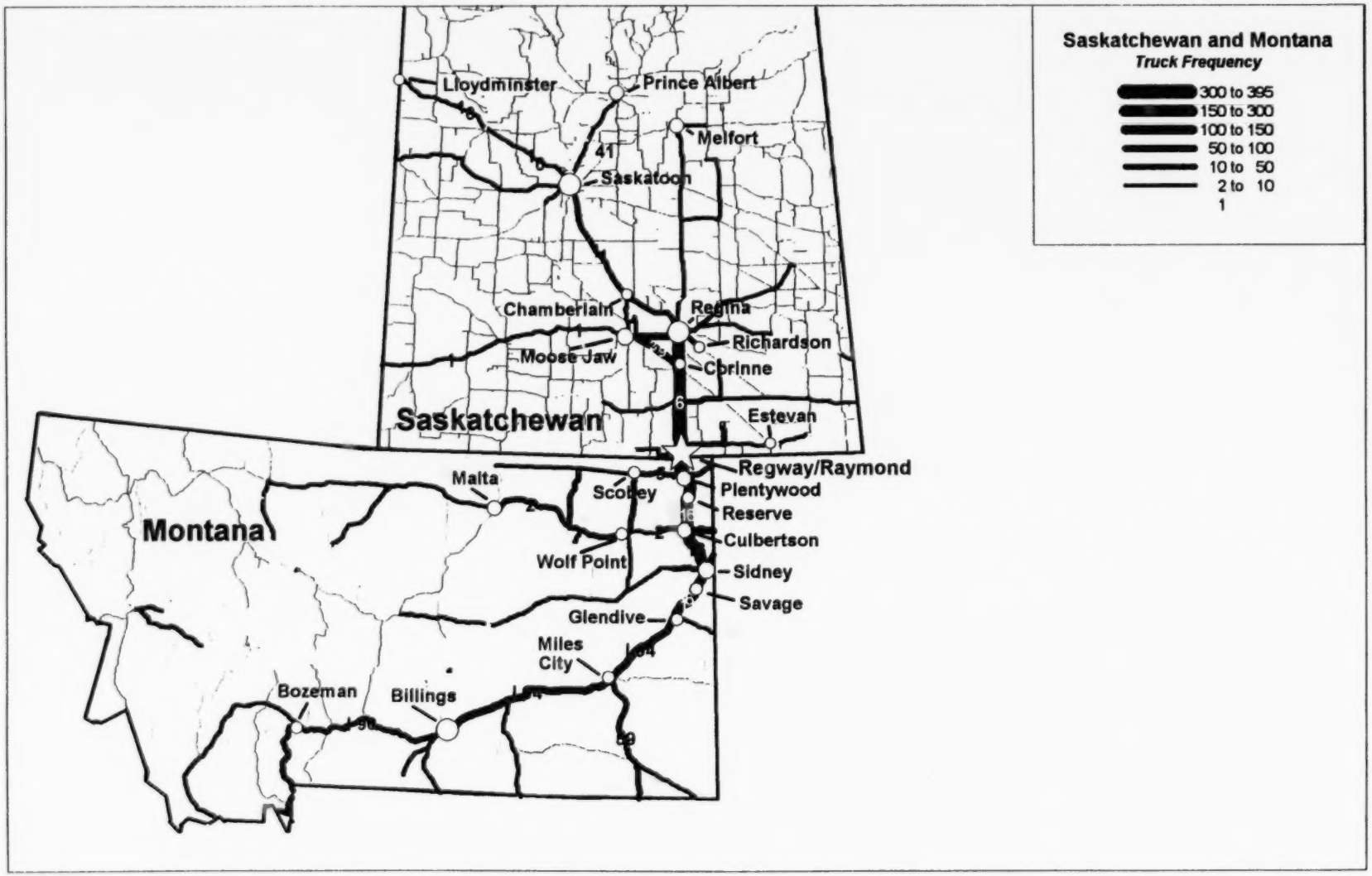


Figure 18 Principal Arterial Routes - Montana Traffic Destined to Saskatchewan (N=104)

(Including the Top Three Saskatchewan Destinations)

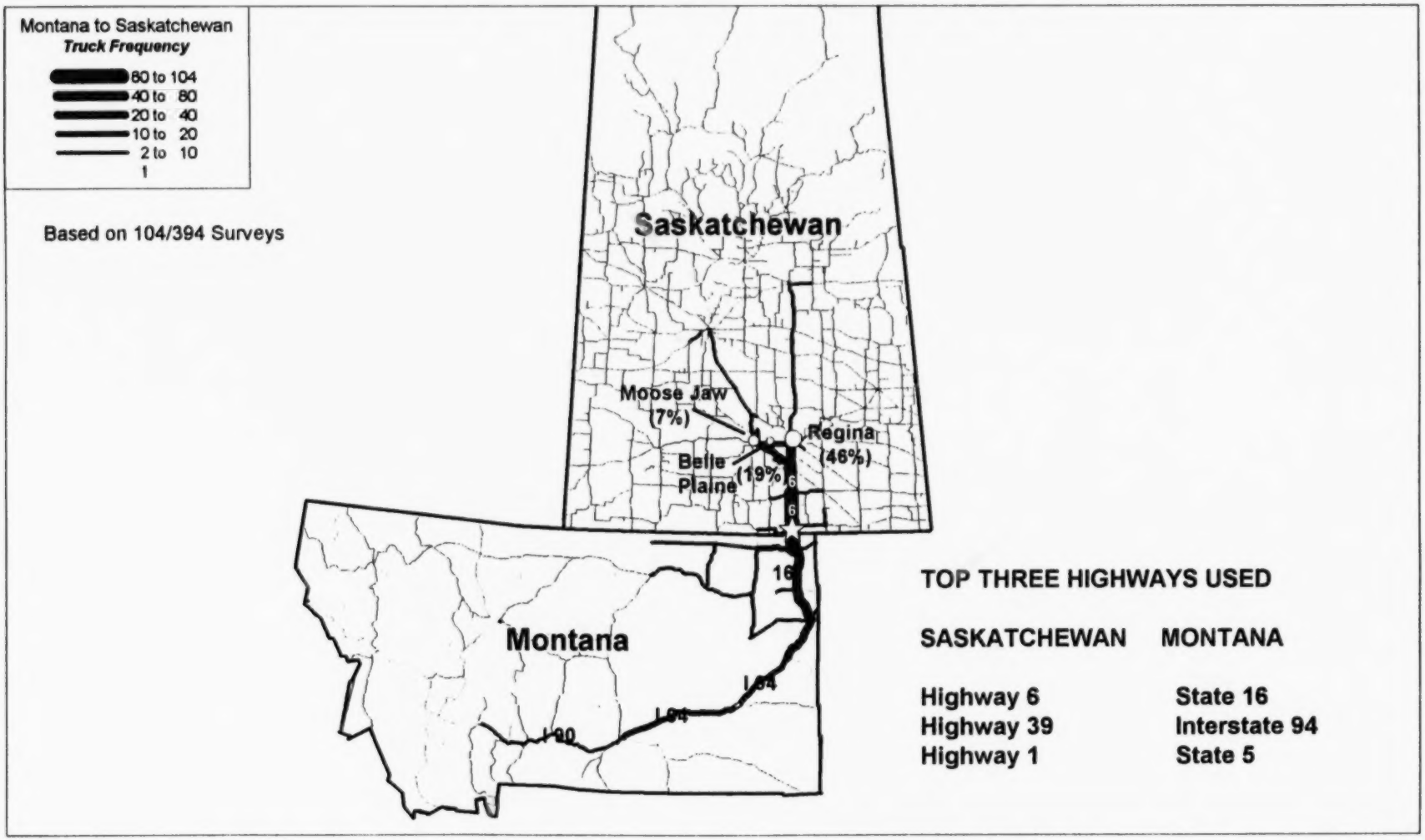
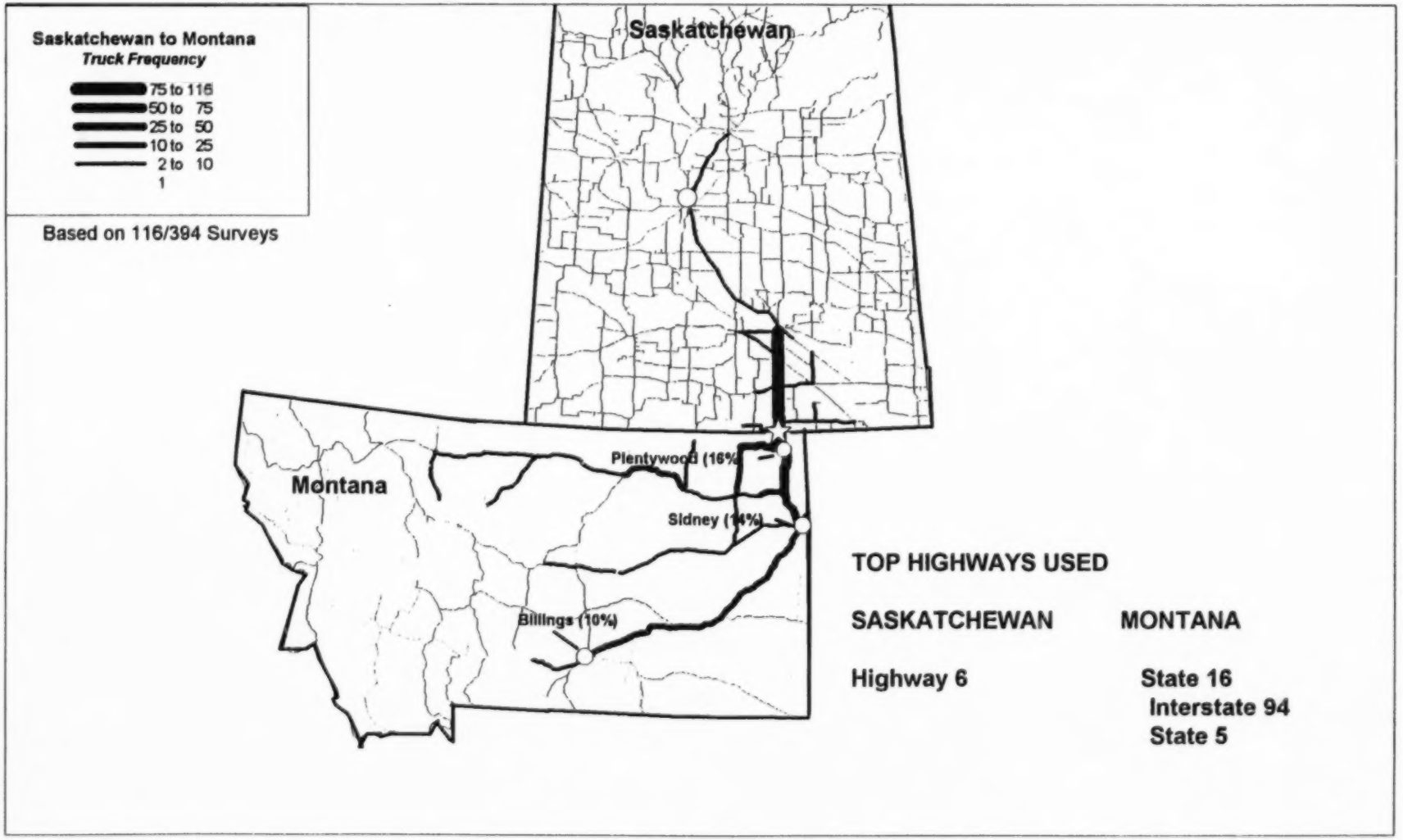


Figure 19 Principal Arterial Routes - Saskatchewan Traffic Destined to Montana (N=116)

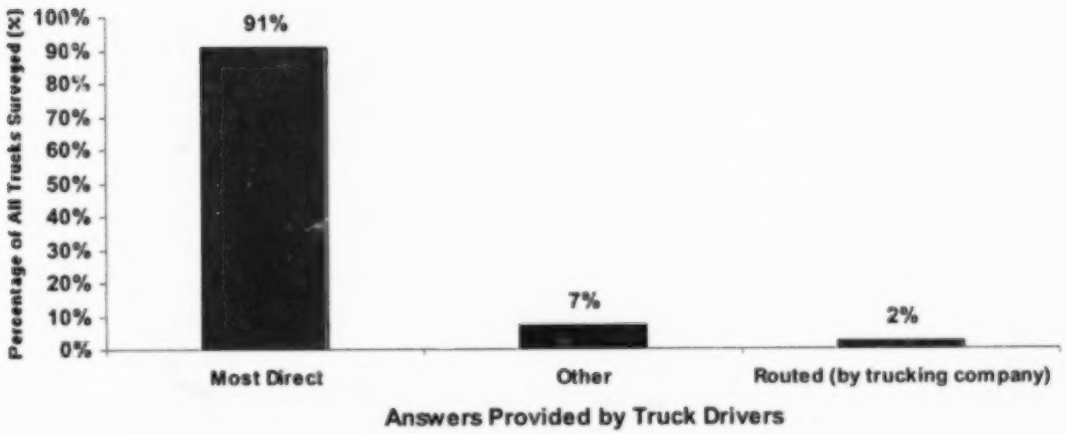
(Including the Top Three Montana Destinations)



4.7 Route Choice

Regarding question number eleven ("Why did you choose these highways?"), ninety-one percent (91%) of truck drivers answered by stating "most direct/shortest route." Two percent (2%) of truck drivers said their trucking company routed them; seven percent (7%) provided various other answers (e.g. "port is open 24 hours," "better roads," etcetera).

Figure 20 Route Choice ("Why did you choose these highways?")



4.8 Border Crossing Information

"PART III" on the origin/destination survey form pertains to border crossing times and delays. Based on the total sample size (394), the average time to pass through Regway/Raymond in 1999 was five (5) minutes. Thus, most truck drivers express satisfaction with the relatively short period of time it takes to clear Canada and United States Customs. Regarding question number thirteen ("Are you ever delayed at the border crossing?"), ninety-two percent (92%) of truck drivers answered "no;" only eight percent (8%) answered "yes." Those who answered "yes" indicated that delays were usually a result of traffic line-ups or Customs inspections.

5.0 CONCLUSIONS

The 1999 survey results and trends are consistent with those for 1998. There are no *significant* changes to report.

For the 1999 surveys at Regway/Raymond, southbound trucks (236 or 60%) outnumbered northbound trucks (158 or 40%) – a ratio of 1.5 (southbound versus northbound). Based on the total sample size (394) and irrespective of traffic direction, these trucks had the following characteristics:

- 5- and 6-axle semi trailer units were the most common configuration, combining for a total of 43% of all trucks surveyed (36% and 7%, respectively)
- Most were registered in Montana (30%), Saskatchewan (26%), and North Dakota (21%) – or collectively, 77%
- An average GVW of 68,500 lb (based on truck operators' estimations)

Overall and irrespective of any particular destination, 93% of southbound trucks were loaded. Conversely, only 22% of northbound trucks were loaded.

The primary commodities originating in Montana/United States and destined to Saskatchewan/Canada were miscellaneous goods and manufactured products. The primary Saskatchewan/Canadian commodities destined to Montana/United States were manufactured products, agricultural products, mining products, and wholesale goods.

Montana is the single biggest source (68%) for *northbound* trucks via Regway/Raymond. These trucks are typically destined for Saskatchewan (96%). Most *southbound* trucks originate in Saskatchewan (94%) and Montana is the primary destination (51%).

With respect to truck traffic between Montana and Saskatchewan via Regway/Raymond, 97% of trucks originating in Montana ((N=107) were destined to Saskatchewan compared to 53% of trucks from Saskatchewan (N=221) that were destined to Montana.

Considering the United States as a collective point of origin and Saskatchewan as the destination forty-one percent (69%) of trucks came from Montana.

Commercial truck traffic in Saskatchewan via Regway/Raymond frequents the following highways the most: #6, #39, Trans Canada (#1), and #11. State highways 16, 5, & 59, Interstates 94 & 90, and U.S. Route 2 are Montana's principal routes.

From origin to destination, 91% of truck drivers chose the most direct route; 2% were routed by their trucking company; 7% provided various other answers.

APPENDIX A

Origin/Destination Survey Form

ORIGIN-DESTINATION SURVEY
SASKATCHEWAN/MONTANA BORDER

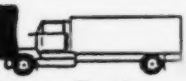
ate: ___/___/___ (DD MM YY) Time: _____ Location: **Regway/Raymond**

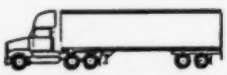
iis form was filled out by : Saskatchewan Montana Driver

Traffic Direction: ☐ NB ☐ SB

PART I VEHICLE and COMMODITY INFORMATION

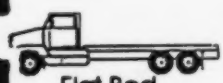
2. Vehicle Configuration: **# of Axles** _____

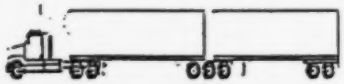

Truck


Semi Trailer

Semi Trailer & Single Axle Pup

Semi Trailer & Trailer


Flat Bed


B Train

Semi Trailer & 2 Single Axle Pups

Where is the vehicle registered? Province/State Other _____

4. ☐ Empty ☐ Loaded 5. Gross Vehicle Weight: _____ kilograms lbs.

6. Commodity vehicle is carrying? _____ code

PART II TRAVEL INFORMATION

7. Principal Origin: City | Province/State

8. Principal Destination: City | Province/State

9. Route from Origin to Destination: **(please outline on attached maps)**

10. Will you back haul along the same route? **Yes** **No**

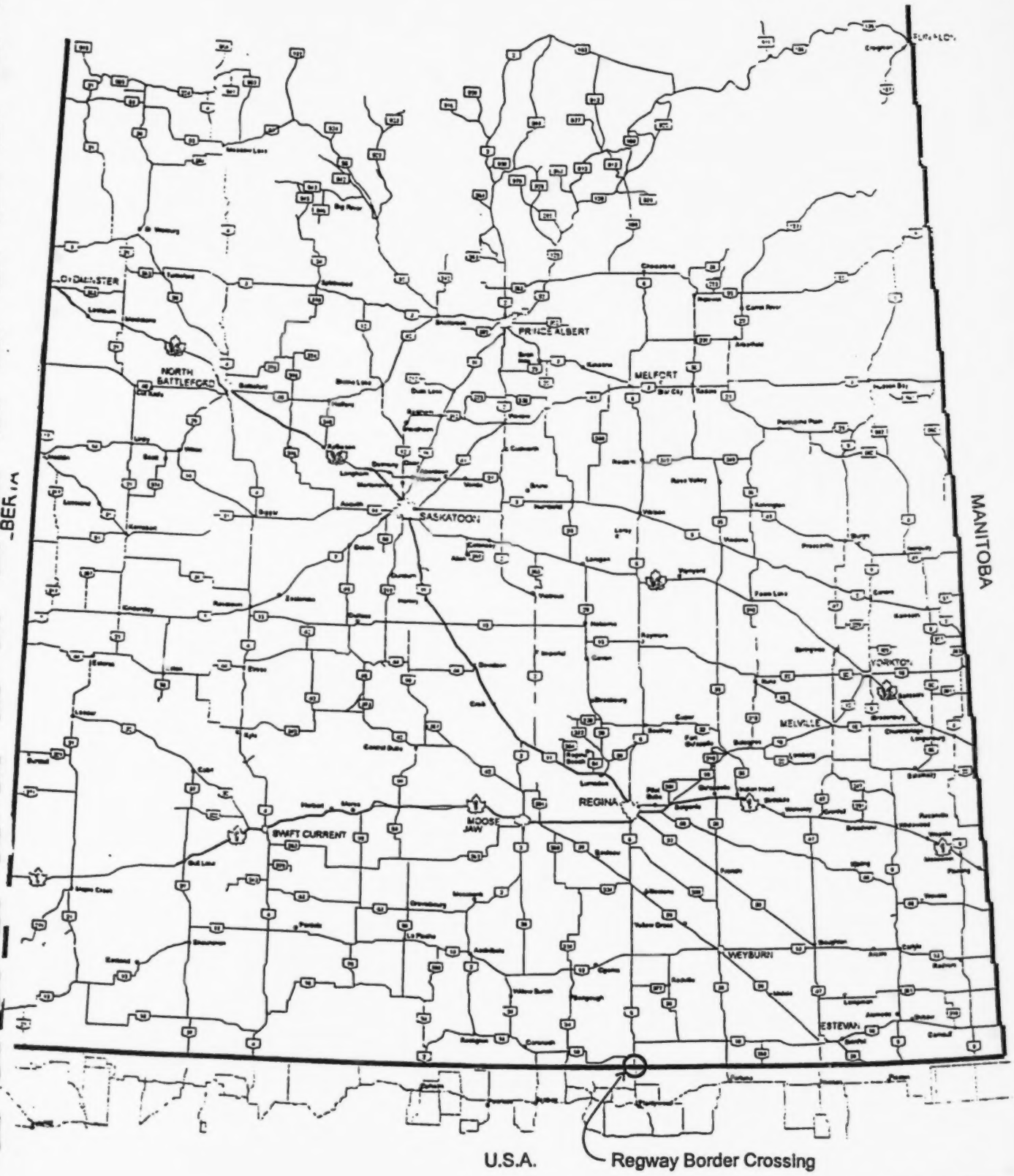
If yes, what is the commodity? _____ code

11. Why did you choose these highways?

_____

Saskatchewan Highways and Transportation

Border Crossing and Routing Study



SaskMap.cdr 97/10/14

APPENDIX B

Commodity Classification Table

North American Industry Classification Systeme (NAICS) for Coding Commodities

Sector_Code	Sector_Name	Subsector_Cod	Subsector_Name
10	Other Services (except Public Administration)	101	Unclassifiable
11	Agriculture, Forestry, Fishing and Hunting	111	Crop Production
11		112	Animal Production
11		113	Forestry and Logging
11		114	Fishing, Hunting and Trapping
11		115	Support Activities for Agriculture and Forestry
21	Mining	211	Oil and Gas Extraction
21		212	Mining (except Oil and Gas)
21		213	Support Activities for Mining
22	Utilities	221	Utilities
23	Construction	233	Building, Developing, and General Contracting
23		234	Heavy Construction
23		235	Special Trade Contractors
31	Manufacturing	311	Food Manufacturing
31		312	Beverage and Tobacco Product Manufacturing
31		313	Textile Mills
31		314	Textile Product Mills
31		315	Apparel Manufacturing
31		316	Leather and Allied Product Manufacturing
32		321	Wood Product Manufacturing
32		322	Paper Manufacturing
32		323	Printing and Related Support Activities
32		324	Petroleum and Coal Products Manufacturing
32		325	Chemical Manufacturing
32		326	Plastics and Rubber Products Manufacturing
32		327	Nonmetallic Mineral Product Manufacturing
33		331	Primary Metal Manufacturing
33		332	Fabricated Metal Product Manufacturing
33		333	Machinery Manufacturing
33		334	Computer and Electronic Product Manufacturing
33		335	Electrical Equipment, Appliance, and Component Manufacturing
33		336	Transportation Equipment Manufacturing
33		337	Furniture and Related Product Manufacturing
33		339	Miscellaneous Manufacturing
42	Wholesale Trade	421	Wholesale Trade, Durable Goods
42		422	Wholesale Trade, Nondurable Goods
44	Retail Trade	441	Motor Vehicle and Parts Dealers
44		442	Furniture and Home Furnishings Stores
44		443	Electronics and Appliance Stores
44		444	Building Material and Garden Equipment and Supplies Dealers
44		445	Food and Beverage Stores
44		446	Health and Personal Care Stores
44		447	Gasoline Stations
44		448	Clothing and Clothing Accessories Stores
45		451	Sporting Goods, Hobby, Book, and Music Stores
45		452	General Merchandise Stores
45		453	Miscellaneous Store Retailers
45		454	Nonstore Retailers
48	Transportation and Warehousing	481	Air Transportation
48		482	Rail Transportation
48		483	Water Transportation
48		484	Truck Transportation
48		485	Transit and Ground Passenger Transportation
48		486	Pipeline Transportation
48		487	Scenic and Sightseeing Transportation
48		488	Support Activities for Transportation
49		491	Postal Service
49		492	Couriers and Messengers
49		493	Warehousing and Storage
51	Information	511	Publishing Industries
51		512	Motion Picture and Sound Recording Industries
51		513	Broadcasting and Telecommunications
51		514	Information Services and Data Processing Services

52	Finance and Insurance	521	Monetary Authorities - Central Bank
52		522	Credit Intermediation and Related Activities
52		523	Securities, Commodity Contracts, and Other Financial Inve
52		524	Insurance Carriers and Related Activities
52		525	Funds, Trusts, and Other Financial Vehicles
53	Real Estate and Rental and Leasing	531	Real Estate
53		532	Rental and Leasing Services
53		533	Lessors of Nonfinancial Intangible Assets (except Copyrig
54	Professional, Scientific, and Technical Services	541	Professional, Scientific, and Technical Services
55	Management of Companies and Enterprises	551	Management of Companies and Enterprises
56	Administrative and Support and Waste Management :	561	Administrative and Support Services
56		562	Waste Management and Remediation Services
61	Education Services	611	Educational Services
62	Health Care and Social Assistance	621	Ambulatory Health Care Services
62		622	Hospitals
62		623	Nursing and Residential Care Facilities
62		624	Social Assistance
71	Arts, Entertainment, and Recreation	711	Performing Arts, Spectator Sports, and Related Industries
71		712	Museums, Historical Sites, and Similar Institutions
71		713	Amusement, Gambling, and Recreation Industries
72	Accommodation and Food Services	721	Accommodation
72		722	Food Services and Drinking Places
81	Other Services (except Public Administration)	811	Repair and Maintenance
81		812	Personal and Laundry Services
81		813	Religious, Grantmaking, Civic, Professional, and Similar
81		814	Private Households
92	Public Administration	921	Executive, Legislative, and Other General Government Supp
92		922	Justice, Public Order, and Safety Activities
92		923	Administration of Human Resource Programs
92		924	Administration of Environmental Quality Programs
92		925	Administration of Housing Programs, Urban Planning, and C
92		926	Administration of Economic Programs
92		927	Space Research and Technology
92		928	National Security and International Affairs